

December 27, 1960

George N. Lewis, Jr., Chief
Bureau of Traffic
State Roads Commission

Dear Mr. Lewis:

Replying to your letter of December 22, 1960, in reference to the requests of Counties and Municipalities, that credit be given for mileage of entrances into and through municipal parking lots, also entrances into and through school grounds, municipal buildings, etc.

Article 89B, Section 34, sub section (a) makes provisions for the distribution of the gasoline tax revenues to the Counties.

Sub section (c) of the same Article sets forth how mileage is to be computed.

Sub section (a) of Section 36 of the same Article provides:

36. Same -- Construction, reconstruction or maintenance of roads.

(a) Approval of location.--No construction or reconstruction of any county roads shall be performed under a 34 of this subtitle unless the State Roads Commission shall have first approved the proposed location thereof and the plans and specifications therefor. Such approval shall be granted if, in the Commission's judgement, the county roads, when constructed or reconstructed, as the case may be will be reasonably adequate and appropriate to an existing or potential integrated secondary highway system.

In the light of these provisions, it is my opinion that these requests should be rejected.

Very truly yours,

Joseph D. Buscher
Special Assistant Attorney General

FAP:mjd



TO ALL EMPLOYEES

RE: STANDARD PROCEDURE INSTRUCTIONS IN DEATH OF EMPLOYEES

It has been recently brought to the attention of this office that many employees have been dying while on duty for apparently no good reason at all; furthermore, the same employees are refusing to fall over after they are dead.

THIS PRACTICE MUST STOP AT ONCE

On and after March 15th any employee found sitting up after he has died will be dropped from the payroll at once, without any investigation, under Regulation No. 29 - Section 81.

Where it can be proved that the employee is being held up by a desk, drafting table, or typewriter, or any other support which is the property of the State, a ninety day period of grace will be granted.

The following procedure will be strictly adhered to:

If, after several hours, it is noticed that an employee has not moved or changed position, the department head will investigate. Because of the highly sensitive nature of our employees and the close resemblance between death and their natural working attitude, the investigation will be made quietly so as to prevent waking the employee if he is sleeping. If some doubt exists as to his true condition, extending a pay check is a fine test. If the employee does not reach for it, it may be reasonably assumed that he is dead. (NOTE: In some cases the instinct is so strongly developed, however, that a spasmodic clutcher reflex action may occur. Don't let this fool you.)

In all cases a sworn statement by the dead person must be filled out on a special form provided for this purpose. Fifteen copies will be made, three copies to be sent to the Chairman and two to the deceased. The others will be promptly lost in the department files.

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FOOD FOR THOUGHT

(Printed slip attached to the guests' morning paper in the
Palmland Hotel Court, Fort Myers, Florida)

In 1923, a very important meeting was held at the Edgewater Beach Hotel in Chicago. Attending this meeting were eight of the world's most successful financiers. Those present were:

- The president of the largest independent steel company;
- The president of the largest utility company;
- The greatest wheat speculator;
- The president of the New York Stock Exchange;
- A member of the President's cabinet;
- The greatest 'bear' in Wall Street;
- Head of the world's greatest monopoly;
- President of the Bank of International Settlements.

Certainly we must admit that here were gathered a group of the world's most successful men. At least, men who had found the secret of 'making money.'

Twenty-five years later let's see where these men are:

The president of the largest independent steel company - Charles Schwab, died a bankrupt and lived on borrowed money for five years before his death.

The president of the greatest utility company - Samuel Insull, died a fugitive from justice and penniless in a foreign land.

The greatest wheat speculator - Arthur Cutten, died abroad, insolvent.

The president of the New York Stock Exchange - Richard Whitney, was recently released from Sing Sing Penitentiary.

The member of the President's cabinet - Albert Fall, was pardoned from prison so he could die at home.

The greatest 'bear' in Wall Street - Jesse Livermore, died a suicide.

The head of the greatest monopoly - Ivar Krueger, died a suicide.

The president of the Bank of International Settlement - Leon Fraser, died a suicide.

All of these men learned well the art of making money, but not one of them learned how to LIVE.

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MARYLAND STATE ROADS COMMISSION - TRAFFIC DIVISION

ROAD INVENTORY TABULATION

Explanation of use

It is the policy of this department to reinventory each County once every ten years, for mapping and tabulation purposes. With the completion of the road inventory the data are collected and assembled in this tabulation book and revised yearly for this ten year period. This is done so that each County will receive its share of the Gasoline Tax and Motor Vehicle Revenue Funds according to the County mileage recorded herein.

TITLE PAGE

On this page is recorded the year by year total miles of the Rural County Roads, Urban Municipal and Special Taxing Area Roads, Special Improvement District County Roads and Alleys, Other Public Roads and Municipal Streets and Alleys.

CONTENTS

The subject matter treated in sections with the number of pages for each study.

PART I - MUNICIPALITIES

In this section is given the total mileage of State roads in the Municipality, the mileage of earth and paved roads maintained by the Town and County in the Municipality with the percentage of Town mileage on which distribution will be based. Mileage excepted by certificate is also shown, with the date of the letter requesting payment.

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PART II - SPECIAL IMPROVEMENT DISTRICTS

These are treated the same as Municipalities for tabulation purposes.

PART III - COUNTY ROADS AND NUMBERS

Shown in this part are the County Road Names sent in by the County Engineer, with the corresponding numbers assigned by this department.

PART IV - COUNTY URBAN MILEAGE BY TYPE

The complete road type breakdown, as explained in HPS 2, of Urban Special Improvement District Mileage and Urban Municipal Mileage is shown here.

PART V - COUNTY RURAL MILEAGE BY TYPE

The complete road type breakdown, as explained in HPS 2, of County Rural Mileage is indicated in this part.

PART VI - COUNTY S.I.D. MILEAGE BY TYPE

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PART VII - COUNTY RURAL, URBAN, AND S.I.D. ROAD MILEAGE BY LOCATION, TYPE AND WIDTH

Every County road, treated in numerical order, is broken down by stations. The starting and finishing points, with every type break, and every intersecting road station is recorded. Type and Roadway Widths, length of every station break is presented. The System column will show the maintaining party, other than that maintained by the County.

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The complete road type breakdown, as explained in HPS 2, of Other Public Road Mileage.

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This part is the same as Part VII with the exception of the road status.

PART X - ROAD TYPES AND DEFINITIONS

Informational Memorandum HPS 2.

PART XI - LOCATION MAP OR MAPS

included with this is a self explanatory legend.

METHOD OF PERFORMING ANNUAL REVISIONS TO TABULATION

The yearly revisions in the Mileage by Type parts are done as follows:

All roads which are reported by the County Engineer, on HPS Forms 20, 20-M, and 5, are red-lined and the reporting year recorded on the corresponding line. The total of the revised roads is subtracted from the Grand Total and shown under ^{YEAR}1950 Revision heading. Then the revised breakdown of the road is put into the Mileage as Revised columns and the new total determined.

In the road breakdown by Type, Width and Location, each affected road is red-lined out and the road is rewritten in its entirety at the end of each part.

In the larger Counties there are more political subdivisions than in smaller Counties. This required that the tabulation for these Counties be more detailed. Therefore, the Part Nos. shown above will not be uniform for all tabulation books. To avoid confusion in making yearly revisions, refer to the Title of the Part rather than Part No.

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LATEST RE-INVENTORY DATE OF COUNTIES IN MARYLAND

COUNTY	YEAR COMPLETED
Allegany	1953 1964
Anne Arundel	1948 1961 1971-1972
Baltimore	1960 1969-1970.
Balto. A	
Balto. B	
Balto. C	
Calvert	1959 1962 1969
Caroline	1958 1966
Carroll	1951 1963
Cecil	1952 1964
Charles	1957 1967
Dorchester	1954 1965
Frederick	1949 1963
Garrett	1957 1968
Harford	1949 1962
Howard	1948 1961 1969
Kent	1958 1967
Montgomery	1949 1961-1962 1973
Montgomery A.	
Prince Georges	1960 1966-1967-1968-1969 COMPLETED
Prince Georges A.	
Prince Georges B.	
Queen Annes	1955 1967
St. Marys	1950 1963
Somerset	1956 1965
Talbot	1958 1966
Washington	1952 1963
Wicomico	1950 1963
Worcester	1955 1965

As of July 1960 ~~007.1961~~ JAN. 1964

1944

1945

1946

1947

1948

1949

1950

1951

1952

1953

1954

1955

1956

1957

1958

1959

1960

1961

1962

1963

1964

1965

December 3, 1962

ESTIMATED 1962 ANNUAL VEHICLE MILES OF
TRAVEL ON COUNTY ROAD SYSTEM (BY COUNTY)

<u>County</u>	<u>Annual Vehicle Miles</u>
Allegany	73,359,160
Anne Arundel	226,824,505
Baltimore	1,074,131,490
Calvert	15,638,790
Caroline	65,530,640
Carroll	121,820,940
Cecil	75,492,585
Charles	28,825,875
Dorchester	86,702,100
Frederick	149,901,120
Garrett	69,611,340
Harford	89,211,840
Howard	66,561,400
Kent	34,685,950
Montgomery	216,255,930
Prince Georges	173,787,450
Queen Annes	68,573,280
St. Marys	32,984,320
Somerset	63,385,170
Talbot	57,596,270
Washington	142,228,455
Wicomico	77,893,920
Worcester	60,042,500
GRAND TOTAL	3,071,045,030

ESTIMATED 1963 ANNUAL VEHICLE MILES OF
TRAVEL ON COUNTY ROAD SYSTEM (BY COUNTY)

<u>County</u>	<u>Annual Vehicle Miles</u>
Allegany	74,826,343
Anne Arundel	240,433,975
Baltimore	1,138,579,379
Calvert	16,577,117
Caroline	68,151,866
Carroll	129,130,196
Cecil	77,757,363
Charles	30,555,428
Dorchester	90,170,184
Frederick	158,895,187
Garrett	69,611,340
Harford	90,996,077
Howard	66,561,400
Kent	36,073,388
Montgomery	229,231,286
Prince Georges	184,214,697
Queen Annes	72,687,677
St. Marys	33,644,006
Somerset	64,652,873
Talbot	59,324,158
Washington	146,495,309
Wicomico	80,230,738
Worcester	60,042,500

GRAND TOTAL 3,218,842,487

ESTIMATED 1964 ANNUAL VEHICLE MILES OF
TRAVEL ON COUNTY ROAD SYSTEM (BY COUNTY)

<u>County</u>	<u>Annual Vehicle Miles</u>
Allegany	77,071,133
Anne Arundel	247,646,989
Baltimore	1,172,736,760
Calvert	17,074,431
Caroline	70,196,422
Carroll	133,004,102
Cecil	80,090,084
Charles	31,472,091
Dorchester	92,875,290
Frederick	163,662,043
Garrett	71,699,680
Harford	93,725,959
Howard	68,558,242
Kent	37,155,590
Montgomery	236,108,225
Prince Georges	189,741,138
Queen Annes	74,868,307
St. Marys	34,653,326
Somerset	66,592,459
Talbot	61,103,883
Washington	150,890,168
Wicomico	82,637,660
Worcester	61,843,775
GRAND TOTAL	3,315,407,757

September 8, 1965

ESTIMATED 1965 ANNUAL VEHICLE MILES OF
TRAVEL ON COUNTY ROAD SYSTEM (BY COUNTY)

<u>County</u>	<u>Annual Vehicle Miles</u>
Allegany	79,383,267
Anne Arundel	237,741,109
Baltimore	1,078,917,819
Calvert	16,903,687
Caroline	71,600,350
Carroll	144,309,451
Cecil	60,067,563
Charles	32,101,533
Dorchester	90,089,031
Frederick	181,664,868
Garrett	74,567,667
Harford	98,412,257
Howard	72,671,737
Kent	40,499,593
Montgomery	233,747,143
Prince Georges	187,843,727
Queen Anne	77,863,039
St. Marys	34,826,593
Somerset	73,917,629
Talbot	58,659,728
Washington	162,961,381
Wicomico	81,811,283
Worcester	63,811,211
Grand Total -----	3,254,371,666

ESTIMATED 1934 ANNUAL VEHICLE MILES OF
TRAVEL ON COUNTY ROAD SYSTEM (BY COUNTY)

Annual Vehicle Miles

79,302,287	Allegany
237,741,100	Anne Arundel
1,078,917,819	Baltimore
14,907,247	Calvert
71,406,830	Caroline
144,708,481	Cecil
40,067,063	Charles
82,101,733	Crown Point
30,038,037	Dorchester
141,669,288	Dorchester
71,307,051	Dorchester
98,412,257	Dorchester
72,471,757	Dorchester
10,499,022	Dorchester
223,747,143	Dorchester
187,883,727	Dorchester
77,543,079	Dorchester
24,300,488	Dorchester
72,617,089	Dorchester
32,439,733	Dorchester
102,987,481	Dorchester
81,417,023	Dorchester
82,617,023	Dorchester
2,254,817,800	Grand Total

ESTIMATED 1966 ANNUAL VEHICLE MILES OF
TRAVEL ON COUNTY ROAD SYSTEM (BY COUNTY)

<u>County</u>	<u>Annual Vehicle Miles</u>
Allegany	80,970,932
Anne Arundel	242,495,931
Baltimore	1,100,496,175
Calvert	17,241,761
Caroline	73,032,357
Carroll	147,195,640
Cecil	61,268,914
Charles	32,743,564
Dorchester	91,890,812
Frederick	185,298,165
Garrett	76,059,020
Harford	100,380,502
Howard	74,125,172
Kent	41,309,585
Montgomery	238,422,086
Prince Georges	191,600,602
Queen Annes	79,420,300
St. Marys	35,523,126
Somerset	75,395,982
Talbot	59,832,924
Washington	166,220,609
Wicomico	83,447,509
Worcester	60,606,900

GRAND TOTAL ----- 3,314,978,566

STATE ROADS COMMISSION OF MARYLAND
DIVISION OF PLANNING
BUREAU OF HIGHWAY STATISTICS
VEHICLE MILES OF TRAVEL ON STATE ROADS

Sheet 1 of 5

As of December 31

	Annual VM 1948	Annual VM 1949	Annual VM 1952	Annual VM 1954	Annual VM 1955
A	93,704,625	106,429,985	146,408,800	149,320,405	157,961,415
AA	215,249,990	271,149,740	367,843,715	467,544,925	521,480,975
B	382,100,980	452,242,300	747,643,005	747,954,715	796,783,320
C	23,189,910	32,732,470	38,462,605	39,896,690	41,943,245
Co	34,099,760	43,913,150	70,580,415	69,398,545	72,497,030
C1	79,232,740	93,591,840	125,908,940	143,478,580	127,412,740
Ce	109,196,685	128,608,480	231,120,555	230,053,660	238,595,390
Ch	69,861,730	96,370,220	125,518,755	144,447,290	150,386,570
D	36,383,930	45,638,140	82,776,160	75,536,385	75,458,640
F	132,661,440	157,706,280	236,367,065	269,008,650	299,876,700
G	33,515,760	43,373,680	54,529,905	59,571,650	59,480,035
H	152,974,420	180,510,385	321,054,365	321,242,705	345,668,140
Ho	113,550,040	141,719,645	233,964,270	188,675,800	188,396,210
K	27,062,925	32,314,545	44,483,280	48,561,425	53,054,210
M	225,705,050	300,667,655	484,825,405	556,205,980	581,045,325
PG	232,636,035	284,209,440	550,991,225	606,532,910	667,233,505
QA	41,705,630	56,224,965	88,935,535	106,745,345	120,819,745
SM	54,860,960	74,625,345	86,363,380	99,644,270	99,870,570
S	42,989,700	45,533,020	64,784,215	73,828,185	74,703,090
T	49,883,455	59,011,740	82,648,045	93,188,515	100,202,355
W	102,419,000	120,867,925	177,924,725	199,332,340	199,525,425
Wi	62,054,380	77,803,400	120,141,940	126,226,490	135,449,675
Wo	56,808,235	80,447,825	106,895,725	116,282,795	117,776,375
TOTAL	2,371,847,380	2,925,692,175	4,590,175,030	4,932,678,255	5,225,620,685

AS OF JANUARY 1, 1965

DATA FROM 1964 PUNCH CARDS

STATE SYSTEMS

RURAL AND URBAN COMBINATION

MILEAGE AND ANNUAL VEHICLE MILES

	STATE PRIMARY		STATE SECONDARY		TOLL		TOTAL SYSTEMS	
	MILES	A. V. M.	MILES	A. V. M.	MILES	A. V. M.	MILES	A. V. M.
Allegany	101.16	176,051,043	65.22	42,394,255	---	---	166.38	218,445,298
Anne Arundel	95.50	595,971,902	221.17	365,167,212	7.82	30,553,135	324.49	991,692,249
Baltimore	175.97	1,333,630,746	190.69	199,517,231	22.82	248,396,148	389.48	1,781,544,125
Calvert	49.32	40,973,432	62.16	19,317,491	---	---	111.48	60,290,923
Caroline	67.85	57,450,569	88.53	30,998,290	---	---	156.38	88,448,859
Carroll	109.02	142,460,025	109.36	48,412,487	---	---	218.38	190,872,512
Cecil	83.77	166,838,730	122.42	64,011,501	18.49	113,624,151	224.68	344,474,382
Charles	80.89	192,717,951	156.54	40,006,189	1.90	6,258,600	239.33	238,982,740
Dorchester	29.99	40,896,111	112.29	55,395,191	---	---	142.28	96,291,302
Frederick	132.43	300,604,512	199.29	102,665,494	---	---	331.72	403,270,006
Garrett	76.66	55,665,591	87.25	31,454,151	---	---	163.91	87,119,742
Harford	64.28	239,551,584	198.21	125,532,162	20.19	128,755,416	282.68	493,839,162
Howard	56.11	222,434,507	96.05	63,833,710	---	---	152.16	286,268,217
Kent	33.51	24,267,266	142.09	47,373,869	---	---	175.60	71,641,135
Montgomery	127.45	929,961,463	245.56	341,605,802	---	---	373.01	1,271,567,265
Prince Georges	182.54	1,201,821,793	162.62	346,456,906	---	---	345.16	1,548,278,699
Queen Annes	92.37	125,233,958	110.26	28,761,479	---	---	202.63	153,995,437
Saint Marys	70.70	81,613,247	127.02	47,921,216	---	---	197.72	129,534,463
Somerset	34.83	58,697,074	68.68	21,459,594	---	---	103.51	80,156,668
Talbot	42.84	76,418,331	88.47	51,733,654	---	---	131.31	128,151,985
Washington	83.04	217,058,048	172.24	105,197,572	---	---	255.28	322,255,620
Wicomico	56.87	119,437,426	82.19	37,292,019	---	---	139.06	156,729,445
Worcester	78.79	101,364,436	100.26	39,868,278	---	---	179.05	141,232,714
Baltimore City	5.75	95,754,750	---	---	---	---	5.75	95,754,750
Total	1,931.64	6,596,874,495	3,008.57	2,256,375,753	71.22	527,587,450	5,011.43	9,380,837,698

MARYLAND STATE ROADS COMMISSION
PLANNING AND PROGRAMMING DIVISION
ROAD INVENTORY TABULATION

Explanation of use

It is the policy of this department to reinventory each County once every ten years, for mapping and tabulation purposes. With the completion of the road inventory the data are collected and assembled in this tabulation book and revised yearly for this ten year period. This is done so that each County will receive its share of the Gasoline Tax and Motor Vehicle Revenue Funds according to the County mileage recorded herein.

TITLE PAGE

On this page is recorded the year by year total miles of the Rural County Roads, Urban Municipal and Other Public Roads.

CONTENTS

The subject matter treated in sections with the number of pages for each study.

PART I - MUNICIPALITIES

In this section is given the total mileage of State roads in the Municipality, the mileage of earth and paved roads maintained by the Town and County in the Municipality with the percentage of Town mileage on which distribution will be based. Mileage excepted by certificate is also shown, with the date of the letter requesting payment.

PART II - COUNTY ROADS AND HIGHWAYS

Shown in this part are the County Road Maps and in
of the County Engineer, with the corresponding numbers
assigned by this department.

PART III - COUNTY VEHICULAR MILEAGE BY TYPE

The complete road type breakdown, as explained in
Part I, of Urban Special Improvement District Mileage and
Urban Municipal Mileage is shown here.

PART IV - COUNTY PUBLIC MILEAGE BY TYPE

The complete road type breakdown, as explained in
Part I, of County Rural Mileage is indicated in this part.

PART V - COUNTY, MUNICIPAL, AND ROAD MILEAGE BY LOCATION
TYPE AND WIDTH

Every County road, listed in alphabetical order, is
broken down by location. The starting and finishing points,
with street type block, and every intervening road location
is recorded. Type and Roadway Width, length of every
section block is presented. The System column will show
the maintaining party, other than that maintained by the
County.

PART VI - OTHER PUBLIC ROAD MILEAGE BY TYPE

The complete road type breakdown, as explained in Part I,
of Other Public Road Mileage.

PART VII - OTHER PUBLIC ROAD MILEAGE BY LOCATION, TYPE AND WIDTH

This part is the same as Part V with the exception of the road status.

PART VIII - ROAD TYPES AND DEFINITIONS

Informational Memorandum HPS 2.

PART IX - LOCATION MAP OR MAPS

Included with this is a self explanatory legend.

METHOD OF PERFORMING ANNUAL REVISIONS TO TABULATION

The yearly revisions in the Mileage by Type parts are done as follows:

All roads which are reported by the County Engineer, on HPS Forms 20, 20-M, and 5, are deleted from the original tab and the reporting year recorded on the corresponding line. The total of the deleted roads ~~in~~ subtracted from the Grand Total and shown under ~~195~~ Revision heading. Then the revised breakdown of the road is put into the Mileage as Revised columns and the new total determined.

In the road breakdown by Type, Width and Location, each affected road is deleted and the road is rewritten in its entirety at the end of each year.

In the larger Counties there are more political subdivisions than in smaller Counties. This required that the tabulation for these Counties be more detailed. Therefore, the Part Nos. shown above will not be uniform for all tabulation books. To avoid confusion in making yearly revisions, refer to the Title of the Part rather than Part No.
